Fuel property	Limit
Additives	See Chapter 4 of the California Regulatory Requirements Applicable to the National Low Emission Vehicle Program (October, 1996). These procedures are incorporated by reference (see § 86.1).
Copper Corrosion	No. 1.
Gum, Washed, mg/100 ml (max).	3.0.
Oxidation Stability, minutes (min).	1,000.
Specific Gravity	No limit; report to purchaser required.
Heat of Combustion	No limit; report to purchaser required.
Carbon, wt %	No limit; report to purchaser required.
Hydrogen, wt %	No limit; report to purchaser required.

(2) [Reserved]

(b) [Reserved]

[62 FR 31242, June 6, 1997. Redesignated at 63 FR 987, Jan. 7, 1998]

§ 86.1772–99 Road load power, test weight, and inertia weight class determination.

(a) The provisions of § 86.129 apply to this subpart.

(b) The following requirements shall also apply to this subpart:

(1) For electric and hybrid electric vehicle lines where it is expected that more than 33 percent of a vehicle line will be equipped with air conditioning, per § 86.096–24(g)(2) or § 86.1832–01(a) as applicable, that derives power from the battery pack, the road load shall be increased by the incremental horsepower required to operate the air conditioning unit. The incremental increase shall be determined by recording the difference in energy required for a hybrid electric vehicle under all-electric power to complete the running loss test fuel tank temperature profile test sequence without air conditioning and the same vehicle tested over the running loss test fuel tank temperature profile test sequence with the air conditioning set to the ''NORMAL'' air conditioning mode and adjusted to the minimum discharge air temperature and high fan speed over the time period needed to perform the test sequence, and converting this value into units of horsepower. Vehicles equipped with automatic temperature controlled air conditioning systems shall be operated in ''AUTOMATIC'' temperature and fan modes with the system set at 72 deg. F. The running loss test fuel tank temperature profile test sequence is found in § 86.129(d).

(2) [Reserved]

[62 FR 31242, June 6, 1997. Redesignated at 63 FR 987, Jan. 7, 1998, as amended at 64 FR 23924, May 4, 1999]

§ 86.1773–99 Test sequence; general requirements.

(a) The provisions of § 86.130 apply to this subpart.

(b) The following additional requirements shall also apply to this subpart:

(1) For purposes of determining conformity with 50 °F test requirements, the procedures set forth in paragraph (c) of this section shall apply. For all hybrid electric vehicles and all 1995 and subsequent model-year vehicles certifying to running loss and useful life evaporative emission standards, the test sequence specified in subpart B of this part shall apply.

(2) [Reserved]

(c)(1) Following a 12 to 36 hour cold soak at a nominal temperature of 50 °F, emissions of CO and NO_X measured on the Federal Test Procedure (subpart B of this part), conducted at a nominal test temperature of 50 °F, shall not exceed the standards for vehicles of the same emission category and vehicle type subject to a cold soak and emission test at 68 to 86 °F. For all TLEVs, emissions of NMOG and formaldehyde at 50 °F shall not exceed the 50,000 mile certification standard multiplied by a factor of 2.0. For all LEVs, emissions of NMOG and formaldehyde at 50 °F shall not exceed the 50,000 mile certification standard multiplied by a factor of 2.0. For all ULEVs, emissions of NMOG and formaldehyde at 50 °F shall not exceed the 50,000 mile certification standard multiplied by a factor of 2.0. Emissions of NMOG shall be multiplied by a reactivity adjustment factor, if any, prior to comparing with the 50,000 certification standard multiplied by the specified factor. The test vehicles shall not be subject to a diurnal heat build prior to the cold start exhaust test or evaporative emission testing.

(i) For the 50 °F emission test, the nominal preconditioning, soak, and test temperatures shall be maintained